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There was a much larger activity in the Stock market to-day and prices generally were buoyant, mainly through sympathy with the rise in Erie. At the Second Board there was less buoyancy and the market closed heavy. Erie was 4 1/2 about the closing price of yesterday. Reading has been stimulated by the large profits of its business and closed at 7 1/4, a further improvement of 1/2 cent. Central improved to 9 1/4; Nicaragua 23, with good demand; Hudson River, 41; Cumberland closed at 39, showing a firm market. The Western Railroads are dull and generally heavy. In Railroad Bonds the business is \$485,000, including New-York Central, 62 1/2; Illinois Central, 64 1/2; Panama, 68; Erie, 166 1/2; 1871, 70 1/2; Income, 85; Saratoga and Sackett Harbor, 88 1/2. In Government Stocks there was nothing doing, but a sale of North Carolina was made at 102, and California at 85. The business in Exchange limited and the rates have a downward tendency. Sterling is 9 1/2, with some leading bankers' bills at 9 1/2, cent. in large bills. France, 5 1/2, 5 1/4. The supply of Commercial bills is quite light. From South there have been some France received, but we hear of but remittances of Sterling. Freight is quiet. To Liverpool we hear of 50,000 bushels Grain at 3 1/4; in bulk; Cotton, 14; Dead-weight, 12 1/2. A charter was made for Malaga, but the terms did not transpire. To London, 2500000000.

The receipts at the Sub-Treasury are \$93,334; paid, \$60,485; balance, \$57,874. The aggregate deposits at the Assay Office have been about \$700,000 or \$800,000. The first deposit was made by Mr. C. W. Thomas. From some unexplained delay at Philadelphia no bars have yet been received, but a parcel is expected to-night. The Exchanges at the Clearing House were large—\$19,531,000. The shipments of gold by the Atlantic on Saturday promise to be nearly a million of dollars, of which \$150,000 or more will be in Mexican silver. There is yet about a million of the Mexican fund remaining in Bank. The remainder of the seven millions, as far as can be ascertained, has been remitted to Europe. The money market continues without important change. The demand from merchants is large, and they pay what loans they want at 7 1/2 per cent. The offerings at Bank are large, and increasing. The street rates for first-class paper are 10 1/2 per cent. The continuance of the large payments of the month, without important defalcations, is increasing the confidence of capitalists in commercial paper, and the demand for first-class paper is nearly equal to the supply.

The multiplication of small banks with capital mainly paid up in notes renewable continually, and managed by parties having but little knowledge of banking, is producing its natural result. To the Eighth-ave. and Knickerbocker Banks, already chronically as suspended, must now be added the Suffolk. The Suffolk has been in poor credit for some time past, having no arrangement for settlements through the Clearing-House. The capital is \$250,000. The circulation is reduced to some \$30,000, and will be redeemed by the Metropolitan Bank being secured simply by stocks in the Bank Department. The deposits have been drawn down to about \$40,000. It is thought the assets of the bank will yield enough very soon to pay their deposits. The dividend to the stockholders will not probably be a large one. There was rather a serious run on the Empire City Bank this morning, but the bank paid up to 3 o'clock. The circulation of this Bank is about \$100,000, well secured by Stocks and the deposits about \$40,000. There is a Sixpenny Savings Bank connected with this institution, upon which there was also some run. Nearly all the small up-town Banks are suffering by the tongue of rumor to-day. Most of the depositors in Savings Banks being of the uneducated classes, it is very easy to get up a panic in regard to them with very little distinction between the old established charter institutions and the new bogus description such as that connected with the Eighth-ave. Bank. The deposits in all the Savings Banks will probably run down for awhile, but the excitement will gradually die away and they will run up again. There was some considerable demand for deposits at the Greenwich Savings Bank to-day, but this institution having a million of dollars invested in Government and State Stocks, which are at any time available can stand any run. The Knickerbocker Bank made a strong attempt to-day to get rid of the extent of \$100,000 with which to resume payment, but did not succeed. The securities in the Savings Bank connected with it are not, we hear, of the most reliable description. The Eighth-ave. Bank are endeavoring to negotiate their bonds and mortgages in the Bank Department, when they will commence redeeming their notes. There appears to be a determination upon the part of the managers of the Clearing House to purge the City banking system of all Banks the condition of which does not entitle them to full commission. Some half dozen banks outside the Clearing House have been living on from day to day by making their exchanges through some member of the House. Such Banks are to be discarded as of forced into liquidation. At least such we understand is to be the future policy. No Banks are to be tolerated but such as have a bona fide paid up capital, and such as are prudently and skillfully conducted according to the rules of the Clearing House. The Banks at present members of the Clearing House are:

Table with 2 columns: Bank Name and Address. Lists various banks and their locations.

At the meeting of the stockholders of the Pacific Mail Steamship Company held to-day, no business of importance was transacted excepting the appointment of a Committee of Three, consisting of Messrs. Francis Skiddy, Dr. Whitehouse and H. D. Bacon, to make an examination of the condition of the Company and report to an adjourned meeting to be called by the Committee. The attendance was large and some of the discussion rather spirited.

The receipts for the 1st week in October on the Cleveland and Toledo Road, were \$17,396 against

\$12,420 for the same week of last year, showing an increase of \$4,977. The Norfolk Reporter says: "The travel over the southern division of the C. and T. Railroad is immense. It has been increasing for some time, until the trains numbered 11 and 12 of the 6th contained 12 cars, and there were at least 100 passengers who could sit down. The morning train on the 6th had 11 first-class cars all full. At Monroeville, as we learn, there were 200 passengers waiting to go West, and some 50 at Clyde. A meeting of the stockholders of the Saratoga and Washington Railroad is called for the 17th inst., at Saratoga Springs, for the purpose of taking some action for the payment of the Second Mortgage Bonds and interest falling due 1st January next. The managers of the Michigan Central and Michigan Southern Railroads had a meeting in Boston this week, at which harmonious measures were concerted for working these two lines without the competition which has heretofore been so expensive to both. The measures adopted involve the discharge of runners, shutting up of agencies, and an advance of fares, both on passengers and freight, to remunerative prices. This is a very judicious move, and we congratulate the stockholders of the two Companies upon the abandonment of the belligerent position in which the roads have hitherto stood. They command a great East and West route, over which the traffic is ample for the whole capacity of both roads.

The Erie Examining Committee's report is ready, but has not yet been made to the Directors. The delay is in consequence of the affidavit which has been sworn to by Mr. Jos. Brown, the Chairman of the Committee, which unfits him for business. It will probably be submitted to the Board on Saturday. The Panama Road, it is promised, will be completed by the 1st January. The cars now run to the Summit, which is 111 miles from Panama. Of this distance the track is laid for 6 1/2 miles, and the grading is completed for the whole distance. The officers of the Erie Railroad were reflected to-day at a meeting of the Board of Directors.

Complaint has been made that the State of Illinois does not take measures for the resumption of payment of interest on her entire debt. It certainly is high time that incipient measures were taken for this object. The present revenues of the State are abundantly sufficient, and there is, we hear, a disposition among the people to pay every dollar, but the immediate application of the present taxes entirely toward the arrears of interest is attended with some difficulty. The amounts now paid in January and July on the interest is derived from tax of one and a half mills on each dollar's worth of property. The taxable property in Illinois is now about \$300,000,000 to \$350,000,000; hence there should be \$375,000 applied during 1855 to arrears of interest, which should pay about 3 per cent.

The 15th article of the Constitution provides for a tax of 2 mills to be levied annually among those holders of Internal Improvement Bonds who will accept the same as a pro-rata payment on principal of bonds. From this source there should hereafter be derived about half a million annually. Now, as the total of principal State debt is estimated under eleven millions, it is evident that if this tax could be applied toward interest, the State could at once take her stand among interest-paying States. Here, however, is a difficulty. The Constitution of Illinois also provides that no change in its articles can be made until the law be passed at two regular sessions of the Legislature, and therefor ratified at the polls by a majority of the voters.

As the Legislature only sits once in two years, it is impossible to effect this change prior to 1857, by which time the rapidly increasing revenues of the State (if applied toward the interest) would admit of payment of 6 per cent. per annum on the debt, independently of this 2 mill tax, or sinking fund. The revenues of the Canal and Canal lands are now applied solely on the registered Canal Bonds, and the holders are receiving annually some 15 to 20 per cent. of arrears of interest. These bonds, which in 1851 sold at 65, have been taken for investment lately at 120. The holders of these are pretty well satisfied.

But without some change in legislation the holders of other bonds must be greatly delayed in the receipt of arrears of interest. There will soon be a very large revenue derived by Illinois from the Central Railroad. This should certainly go to pay interest to bondholders, and if so, would materially increase their receipts. But by a law passed 13th February, 1853, all surplus revenues to be applied in the purchase of State Bonds at market rate. We understand that more than \$200,000 debt has already been extinguished in this way.

From these few facts it is evident that it is the duty of those in power in Illinois at once to take measures for the entire resumption of payments of interest on the State debt, in which we doubt not they would be cheerfully sustained by the people.

A comparison of the footings of the weekly bank statement of the Boston Banks, with those of the statement for the previous week, exhibits the following results:

At New-York, Oct. 4, time drafts on the North are offered much more freely, and the rates are, in consequence, easier. Sight funds are in moderate request at former figures, but at 15 day sight drafts are scarce, and in good request. The money market is easy, but paper is by no means as elastic as has been the case for some weeks past. The market may be quoted at 8 1/2 and 10 1/2 per cent. according to signatures and time. Sterling, 9 1/2, and 10 1/2 per cent. for 30 days. 10 1/2 per cent. for 60 days. 11 1/2 per cent. for 90 days. 12 1/2 per cent. for 120 days. 13 1/2 per cent. for 150 days. 14 1/2 per cent. for 180 days. 15 1/2 per cent. for 210 days. 16 1/2 per cent. for 240 days. 17 1/2 per cent. for 270 days. 18 1/2 per cent. for 300 days. 19 1/2 per cent. for 330 days. 20 1/2 per cent. for 360 days. 21 1/2 per cent. for 390 days. 22 1/2 per cent. for 420 days. 23 1/2 per cent. for 450 days. 24 1/2 per cent. for 480 days. 25 1/2 per cent. for 510 days. 26 1/2 per cent. for 540 days. 27 1/2 per cent. for 570 days. 28 1/2 per cent. for 600 days. 29 1/2 per cent. for 630 days. 30 1/2 per cent. for 660 days. 31 1/2 per cent. for 690 days. 32 1/2 per cent. for 720 days. 33 1/2 per cent. for 750 days. 34 1/2 per cent. for 780 days. 35 1/2 per cent. for 810 days. 36 1/2 per cent. for 840 days. 37 1/2 per cent. for 870 days. 38 1/2 per cent. for 900 days. 39 1/2 per cent. for 930 days. 40 1/2 per cent. for 960 days. 41 1/2 per cent. for 990 days. 42 1/2 per cent. for 1020 days. 43 1/2 per cent. for 1050 days. 44 1/2 per cent. for 1080 days. 45 1/2 per cent. for 1110 days. 46 1/2 per cent. for 1140 days. 47 1/2 per cent. for 1170 days. 48 1/2 per cent. for 1200 days. 49 1/2 per cent. for 1230 days. 50 1/2 per cent. for 1260 days. 51 1/2 per cent. for 1290 days. 52 1/2 per cent. for 1320 days. 53 1/2 per cent. for 1350 days. 54 1/2 per cent. for 1380 days. 55 1/2 per cent. for 1410 days. 56 1/2 per cent. for 1440 days. 57 1/2 per cent. for 1470 days. 58 1/2 per cent. for 1500 days. 59 1/2 per cent. for 1530 days. 60 1/2 per cent. for 1560 days. 61 1/2 per cent. for 1590 days. 62 1/2 per cent. for 1620 days. 63 1/2 per cent. for 1650 days. 64 1/2 per cent. for 1680 days. 65 1/2 per cent. for 1710 days. 66 1/2 per cent. for 1740 days. 67 1/2 per cent. for 1770 days. 68 1/2 per cent. for 1800 days. 69 1/2 per cent. for 1830 days. 70 1/2 per cent. for 1860 days. 71 1/2 per cent. for 1890 days. 72 1/2 per cent. for 1920 days. 73 1/2 per cent. for 1950 days. 74 1/2 per cent. for 1980 days. 75 1/2 per cent. for 2010 days. 76 1/2 per cent. for 2040 days. 77 1/2 per cent. for 2070 days. 78 1/2 per cent. for 2100 days. 79 1/2 per cent. for 2130 days. 80 1/2 per cent. for 2160 days. 81 1/2 per cent. for 2190 days. 82 1/2 per cent. for 2220 days. 83 1/2 per cent. for 2250 days. 84 1/2 per cent. for 2280 days. 85 1/2 per cent. for 2310 days. 86 1/2 per cent. for 2340 days. 87 1/2 per cent. for 2370 days. 88 1/2 per cent. for 2400 days. 89 1/2 per cent. for 2430 days. 90 1/2 per cent. for 2460 days. 91 1/2 per cent. for 2490 days. 92 1/2 per cent. for 2520 days. 93 1/2 per cent. for 2550 days. 94 1/2 per cent. for 2580 days. 95 1/2 per cent. for 2610 days. 96 1/2 per cent. for 2640 days. 97 1/2 per cent. for 2670 days. 98 1/2 per cent. for 2700 days. 99 1/2 per cent. for 2730 days. 100 1/2 per cent. for 2760 days. 101 1/2 per cent. for 2790 days. 102 1/2 per cent. for 2820 days. 103 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